```
=> display history full l46-l50

     (FILE 'USPAT' ENTERED AT 08:18:11 ON 17 JUN 1998)
L46          97 SEA (LEAPFROG?/TI,AB,CLM OR (LEAP/TI,AB,CLM(W)FROG?/TI,AB,
CLM
                ) OR ((CARRY?/TI,AB,CLM OR CARRIE?/TI,AB,CLM)(W)FUNCTION#/
TI,
                AB,CLM))

     FILE 'USOCR' ENTERED AT 09:06:26 ON 17 JUN 1998
L47           3 SEA (LEAPFROG?/TI,AB,CLM OR (LEAP/TI,AB,CLM(W)FROG?/TI,AB,
CLM
                ) OR ((CARRY?/TI,AB,CLM OR CARRIE?/TI,AB,CLM)(W)FUNCTION#/
TI,
                AB,CLM))

     FILE 'EPOABS' ENTERED AT 09:07:46 ON 17 JUN 1998

     FILE 'JPOABS' ENTERED AT 09:12:28 ON 17 JUN 1998

     FILE 'USPAT' ENTERED AT 09:45:12 ON 17 JUN 1998
L48           0 SEA 6-2887/PRAN
L49           0 SEA 6-28887/PRAN
                E YAMAMOTO, KENJI/IN
L50          96 SEA "YAMAMOTO, KENJI"/IN
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=> d 72 73 79

72. 4,040,677, Aug. 9, 1977, Device for utilization in anti-skid control systems; Hans-Wilhelm Bleckmann, 701/71; 303/168; 361/238 [IMAGE AVAILABLE]

73. 3,997,765, Dec. 14, 1976, Circulating shift register incrementer/decrementer; Vijay V. Marathe, 377/72; 365/73; 377/54 [IMAGE AVAILABLE]

79. 3,916,380, Oct. 28, 1975, Multi-computer multiple data path hardware exchange system; James C. Administrator of the National Aeronautics and Space Administration with respect to an invention of Fletcher, et al., 340/825.04; 364/229, 229.1, 238, 238.1, DIG.1; 395/311 [IMAGE AVAILABLE]

=> d 72 73 79 kwic

US PAT NO: 4,040,677 [IMAGE AVAILABLE] L46: 72 of 97

CLAIMS:

CLMS(8)

8. . . . 1, wherein said storage register comprises two shift registers having like digit capacity and wherein serial adders are provided including carry function connected before said two shift registers whereby a comparison pulse is generated by a second of said two registers and. . .

US PAT NO: 3,997,765 [IMAGE AVAILABLE] L46: 73 of 97

ABSTRACT:
The . . . herein includes an incrementer/decrementer that increments and decrements the contents of both clock and stopwatch registers and performs reset and carry functions therefor.

US PAT NO: 3,916,380 [IMAGE AVAILABLE] L46: 79 of 97

ABSTRACT:
A . . . system are continuously and rapidly scanned for a request-to-send signal. Those computers that are already engaged in data transmission are leap-frogged by the scanning mechanism. When a request-to-send signal is detected by a particular scanning mechanism, that scanning mechanism stops at. . .

CLAIMS:

CLMS(1)

What . . .
computer by maintaining a scanning means connected to said particular computer, said sequencing means causing all other scanning means to leap-frog the connected scanning means; and
N distribution means, each of said distribution means connecting the second end of the data path. . .

CLAIMS:

CLMS(3)

3. . . .
when a particular scanning means is quiescent at a particular address; and
means for directing said inbound address generating means to leap-frog the inbound address at which said particular scanning means is quiescent.

CLAIMS:

CLMS(6)

6. The multiple data path hardware exchange system of claim 3 wherein said leap-frog directing means comprises: a **leap**-**frog** constant store means.

CLAIMS:

CLMS(9)

9. . . . 8 wherein said directing means comprises N directing means, each directing means comprising:
a storage means containing a plurality of leap-frog constants; and
means responsive to a particular said comparator for selecting a leap-frog constant from said storage means and supplying it to said full adder as a second input.

CLAIMS:

CLMS(10)

10. . . . data path hardware exchange system of claim 7 wherein said directing means comprises:
a storage means containing a plurality of leap-frog constants; and
means responsive to a particular said comparator for selecting a leap-frog constant from said storage means and supplying it to said full adder in one of said N sequencers.

CLAIMS:

CLMS(19)

19. . . . control mechanism of claim 18 wherein said N sequencing means each further comprises:
storage means containing a plurality of binary leap-frog constants; and
selector means responsive to said comparator means for selecting one of said leap-frog constants and supplying it to said full adder as a second input.

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=> display history all full

     (FILE 'USPAT' ENTERED AT 07:11:55 ON 17 JUN 1998)

     FILE 'USOCR' ENTERED AT 07:12:34 ON 17 JUN 1998

L1            191 SEA (73/865.2 OR  364/562 OR 33/377)/CCLS OR (702/CLAS AND
 (H
                  YDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))/TI,AB,CLM)

L2           5274 SEA SPOOL? OR UNSPOOL? OR REEL? OR UNREEL?
L3            213 SEA (HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)(
ELE
                  VAT? OR ALTI?)
L4             34 SEA L2(L)L3
L5              1 SEA L1 AND L2
L6            113 SEA ((HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)
PRE
                  SSUR?)(10A)(SENS? OR TRANSDUCER#)
L7              2 SEA L4(L)L6
L8              3 SEA L5 OR L7
L9              0 SEA (ACCUMULAT?(5A)(NUMERICAL? OR VALUE#))(10A)((LEAP(W)FR
OG?
                  ) OR LEAPFROG? OR ((CARRY? OR CARRIE?)(W)FUNCTION#))

     FILE 'EPOABS' ENTERED AT 07:49:55 ON 17 JUN 1998
L10            66 SEA G01C 5*04/IPC
L11             0 SEA (ACCUMULAT?(5A)(NUMERICAL? OR VALUE#))(10A)((LEAP(W)FR
OG?
                  ) OR LEAPFROG? OR ((CARRY? OR CARRIE?)(W)FUNCTION#))
L12         19596 SEA SPOOL? OR UNSPOOL? OR REEL? OR UNREEL?
L13           374 SEA (HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)(
ELE
                  VAT? OR ALTI?)
L14           504 SEA ((HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)
PRE
                  SSUR?)(10A)(SENS? OR TRANSDUCER#)
L15             6 SEA (L10 OR L13) AND L12
L16             0 SEA L15 AND L14

     FILE 'JPOABS' ENTERED AT 07:54:54 ON 17 JUN 1998
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L17            85 SEA G[illegible]5*04/IPC

L18             0 SEA (ACCUMULAT?(5A)(NUMERICAL? OR VALUE#))(10A)((LEAP(W)FR
OG?
                  ) OR LEAPFROG? OR ((CARRY? OR CARRIE?)(W)FUNCTION#))

L19         24936 SEA SPOOL? OR UNSPOOL? OR REEL? OR UNREEL?

L20          1003 SEA (HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)(
ELE
                  VAT? OR ALTI?)

L21           638 SEA ((HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)
PRE
                  SSUR?)(10A)(SENS? OR TRANSDUCER#)

L22             1 SEA L17 AND L19

L23             8 SEA L19 AND L20

L24             0 SEA L23 AND L21

     FILE 'USPAT' ENTERED AT 08:00:59 ON 17 JUN 1998

L25           518 SEA L1 OR 364/562/ICLS OR L10

L26             0 SEA (ACCUMULAT?(5A)(NUMERICAL? OR VALUE#))(10A)((LEAP(W)FR
OG?
                  ) OR LEAPFROG? OR ((CARRY? OR CARRIE?)(W)FUNCTION#))

L27         85326 SEA SPOOL? OR UNSPOOL? OR REEL? OR UNREEL?

L28          3847 SEA (HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)(
ELE
                  VAT? OR ALTI?)

L29          4219 SEA ((HYDROSTATIC? OR HYDRAULIC? OR (HYDRO(W)STATIC?))(5A)
PRE
                  SSUR?)(10A)(SENS? OR TRANSDUCER#)

L30            50 SEA L25 AND L27

L31           632 SEA L27(L)L29

L32             5 SEA L25 AND L31

L33            16 SEA L31(L)L28

L34          1093 SEA LEAPFROG? OR (LEAP(W)FROG?) OR ((CARRY? OR CARRIE?)(W)
FUN
                  CTION#)

L35             1 SEA L25 AND L34

L36             2 SEA L28(L)L34

     FILE 'USOCR' ENTERED AT 08:13:06 ON 17 JUN 1998

L37            47 SEA LEAPFROG? OR (LEAP(W)FROG?) OR ((CARRY? OR CARRIE?)(W)
FUN
                  CTION#)

L38             0 SEA L1 AND L37
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L39            0 SEA L[illegible])L37

     FILE 'EPOABS' ENTERED AT 08:14:58 ON 17 JUN 1998

L40           55 SEA LEAPFROG? OR (LEAP(W)FROG?) OR ((CARRY? OR CARRIE?)(W)
FUN
                 CTION#)

L41            0 SEA (L10 OR L13) AND L40

     FILE 'JPOABS' ENTERED AT 08:16:29 ON 17 JUN 1998

L42          104 SEA LEAPFROG? OR (LEAP(W)FROG?) OR ((CARRY? OR CARRIE?)(W)
FUN
                 CTION#)

L43            0 SEA L42 AND (L17 OR L20)

     FILE 'USPAT' ENTERED AT 08:18:11 ON 17 JUN 1998

L44            0 SEA 62-41177/PRAN
                 E NASAGAWA, ITSUSAKU/IN

L45            1 SEA 5517869/PN


     FILE USPAT
       * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
       *             W E L C O M E   T O   T H E                      *
       *          U. S.   P A T E N T   T E X T   F I L E             *
       * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *

     FILE USOCR

     FILE EPOABS
       * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
       *    E U R O P E A N   P A T E N T   A B S T R A C T S         *
       * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *


     FILE JPOABS
       * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *
       *    J A P A N E S E   P A T E N T   A B S T R A C T S         *
       *                                                              *
       * CURRENTLY, DATA IS LOADED THROUGH DECEMBER 1996, FOR THE      *
       * JAPANESE PATENT OFFICE ABSTRACTS (JPOABS) AND THROUGH        *
       * JANUARY 27, 1998, FOR THE GLOBAL PATENT INFORMATION          *
       * JAPANESE PATENT OFFICE (GPI-JPO) FILE.  THANKS.              *
       * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * * *

     IRD CNOABS

=> d ; d 135 ; d 136 1-2


1.  5,517,869, May 21, 1996, Hydrostatic altimeter error
compensation; Dennis L. Vories, 73/865.2 [IMAGE AVAILABLE]



1.  5,726,365, Mar. 10, 1998, Hydrostatic altimeter; Dennis L. Vories,
73/865.2 [IMAGE AVAILABLE]
```

1. 4,875,554, Oct. 24, 1989, Dynamic selection of elevator call assignment scan direction; Robert C. MacDonald, et al., 187/382, 387 [IMAGE AVAILABLE]

2. 4,790,412, Dec. 13, 1988, Anti-bunching method for dispatching elevator cars; Robert C. MacDonald, et al., 187/387 [IMAGE AVAILABLE]

=> d l36 1-2 kwic

US PAT NO: 4,875,554 [IMAGE AVAILABLE] L36: 1 of 2

SUMMARY:

BSUM(2)

The invention relates in general to dispatching strategies for elevator systems of the hydraulic and traction type, and more specifically to a method of efficiently assigning up and down hall calls registered from the. . .

SUMMARY:

BSUM(8)

The . . . to car distribution problems. Cars can bunch or cluster and race one another to answer hall calls. This leads to leap frogging and "no-call stops" in which a car stops only to find another car has just arrived to serve the same. . .